Dual Sport News

... Newsletter of the ***Dual Sport Owners Group***

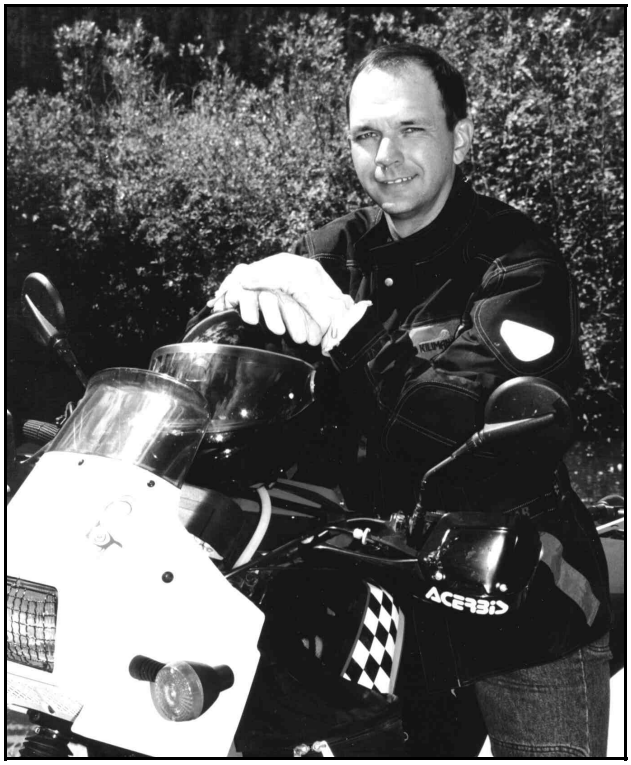
November/December 1998

Triumph's Wild, New Tiger

INSIDE THIS ISSUE: ☞Dual sporting in Panama ☞Changing a tube in the woods ☞1999 Triumph Tiger ☞Heavy Metal ☞Technical Insights ☞Home Grown

PERSPECTIVE

Gino Pokluda



Welcome to the first issue of *Dual Sport News.* For those of you just joining us, I will give you a little bit of history about this newsletter and me. The rest of you can talk amongst yourselves for a few minutes. About two and a half years ago, I got the wild idea to start a newsletter about the KLR650, KLX650 and Tengai dual sport motorcycles made by Kawasaki. The very first issue of *Kawasaki 650 Dual Sport News* was a whopping six pages long and was mailed to 24 readers. The mission of *K650DSN* was to provide pertinent technical information regarding the Kawasaki 650 dual sport series bikes and be a means of communication between the people that ride them.

Twenty eight months, 14 issues and 550 subscribers later, I think I can say, "Mission accomplished." During this time, I have learned a great deal about dual sport bikes, their riders, and publishing a newsletter. So it was by no spur of the moment decision, but rather a carefully thought out plan that I decided it was time to move up a notch and produce an all-brands dual sport newsletter, thus we have *Dual Sport News*. Just as I had a mission for *K650DSN,* I have a mission for *DSN*. The mission of this newsletter is to provide dual sport riders of all brands and sizes dual sport motorcycles with a quality, informative publication that will have content that cannot be normally found in mainstream motorcycle magazines. It is also the mission of this newsletter to promote responsible dual sport riding, dual sport motorcycles and motorcycle safety.

Those who know me will tell you that I strongly encourage riders to use their machines as everyday transportation as well as recreational enjoyment. I believe that the more society sees responsible motorcyclist in everyday life, the more we will be accepted and less prone to having laws shutting us out of the sport we enjoy.

You will notice a strong KLR650 content in this issue, and probably the next two for that matter. Don't be discouraged. I'm simply hoping to phase into the all-brands segment while not totally alienating the 550 subscribers/KLR650 owners that made this issue possible.

Finally, I would like to tell you a little about myself. I'm a forty-something year old husband and father who has been riding motorcycles since age fourteen. I won't bore you with specifics, but I have thrown a leg over a wide variety of bikes, and dual sports are by far my favorite. In addition to riding motorcycles, I am an avid runner, mountain biker and am deeply involved in my daughter, Roxanne's, numerous extracurricular activities such as 4-H, soccer, softball, basketball and overall zest for life. My wife, Frankie, is the most patient person in the world. What I'm getting at here is that I have a life and a day job, *Dual Sport News* is strictly a hobby that I enjoy sharing with the motorcycle community.

If you would like to contribute, to this endeavor in any way, please feel free to contact me via phone (505-281-9886), e-mail (k650dsn@aol.com), or letter (PO Box 698, Sandia Park, NM 87047). Enjoy.

Send subscriptions, comments, articles to:

Dual Sport Owners Group
P.O. Box 698
Sandia Park, New Mexico
87047

***K650DSN*@aol.com**
(505)281-9886

www.geocities.com/~klrdsn

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Disclaimer

All technical tips, product reviews, bike modifications and any other advice printed in *Dual Sport News* are only for the purpose of information sharing. Modifications made to your bike are your responsibility and *Dual Sport News* assumes absolutely no responsibility for accidents that occur anywhere in the world.

Gino Pokluda. Editor

WHAT'S NEW

Cover Photos

The redesigned for 1999 Triumph Tiger is ready to pounce on the competition. If you would like to submit a cover photo, please send one in with a brief description of the picture. If you would like it back, please include a self-addressed and stamped, envelope with it.

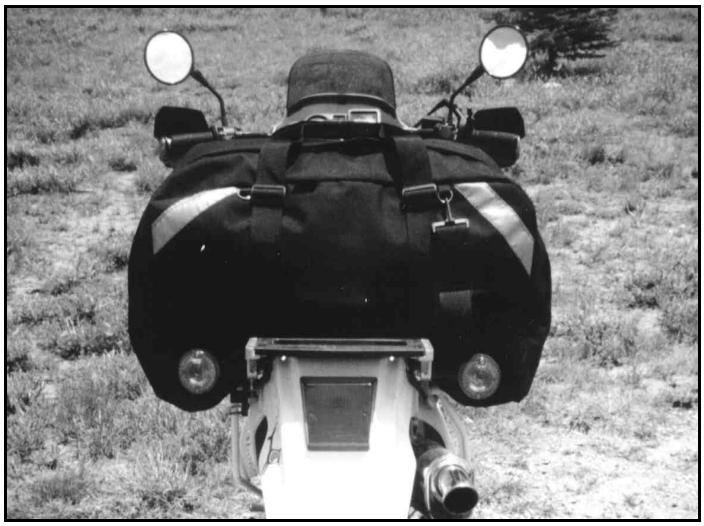
Web Page News

Check out Bill Haycock's great web page that support Kawasaki 650 Dual Sport News. It is chock full of KLR650 maintenance tips, accessories and reports from some great trips into Central America. The KLR650 web page is located at **www.geocities.com/~klrdsn**. We would really like to add more pictures of our group, so please submit photos for the photo album.

(Continued on page 4)

REV PACK Tour Pack

Who ever coined the phrase, "You can't take it with you" never had a Rev Pack Tour Pack. This is one serious piece of motorcycle luggage, designed to fit smartly on the back of almost any thing from a dual sport to a sport bike. The Tour Pack measures 26" across, 12" thick, 16" high (legs) and the crotch of the pack is 13" across and 5" high. This provides a whopping 4,212 cubic inches of cargo capacity, almost 70 liters. The pack has one main compartment, comes with two generous sewn on reflective strips for visibility and has a shoulder strap. The bottom of the bag and its legs are covered in corduroy to prevent marring and the entire bag is treated with urethane for water resistance. If you need storm protection, a storm cover is available. The bag has for quick release buckles that hook to straps that secure to the bike. If this bag is too big for your needs, Rev also makes a Tour Pack Junior, which is roughly, a third smaller all the way around. The Tour Pack is available from **Rev Pack for $89.95. Rev Pack 1-800-766-2461.**



REV PAK Tour Pack: Never leave home without it again

Motion Pro Quickjack Lift Stand

We've spent a great deal of time and space over the past few months discussing every detail possible regarding the availability of center stands for the KLR650 and Tengai and other dual sports. But what about other dual sport riders who do not have a center stand option or do not want the added weight of a bolt on center stand. What are these riders to do? A couple of years ago, at the Thumper Rally in Salmon, Idaho, I saw many riders use a notched stick made of oak to prop up the rear wheel in order to facilitate chain lubing a rear wheel removal. "What a great idea", I thought to myself as I motored home. Great for street bikes, but what if you were off-road and the stick was too short or too long to work effectively and safely. If someone made one that was adjustable, to accommodate varying surfaces and applications, that would be the ticket. Well, low and behold, Motion Pro has done just that.

Motion Pro is widely known for their tools and maintenance accessories, so it was only a matter of time for them to design the Quick Jack Lift Stand. The Quick Jack is a stone axe simple device that, when used with the existing side stand, allows the rider to lift either the rear wheel or the front wheel off of the ground, depending where you place it on your machine. The Quick Jack consists of 4 pieces: main tube, lift tube, top cap, and spring pin. The lift tube is a solid piece of rod that has five holes drilled through it in 1" increments. The lift tube slides into the main tube, which is 5/8" in diameter and has two holes drilled through it in ½" apart. This gives the rider 10 possible height settings. The main tube and lift rod are locked together using the spring pin. The top cap fits on top of the lift tube, is free to rotate and has an "L" shaped foot at the top to securely brace the bike. When broken down, the stainless steel Quick Jack is 9 inches long and will fit in a tool roll or fanny pack nicely. When put together, however, the Quick Jack extends up to 17 inches long.

Using the Quick Jack is a bit tricky and will vary from bike to bike and it is a good idea to test it out before venturing off into the outback. Before using it, you must also determine a way to lock the front brake or rear brake before lifting the bike. To lift the rear wheel of a KLR650, you lock the front brake (I use a Velcro tie strap), deploy the side stand, push up on the right hand grip, and place the Quick Jack under the right side foot peg. This will get the rear wheel off of the ground and allow it to spin freely. You can now lube the

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KEEPING UP

Changing a Tube in the Woods

Tom R. Myers

It often takes two hours to drive to a riding area; don't worry about the half-hour it takes to fix a flat. Changing a tube on the trail is much easier than changing the whole tire. It doesn't have to ruin your day and the stuff you need weighs only 2 1/2 lbs. Twenty miles on a flat is a BUMMER. Believe me, it's easier to change it than ride it out, and the fun's over for everyone if you're the leader. Besides, front tires are easy - and half the wheels on your bike fall into this category. Being self-sufficient in the woods is important! It will make everyone happier - you, your riding partners, and your family. Remember - "The rim you save may be your own!"

Do It Yourself.

We're off-road motorcyclists. We LIKE to make things a little tougher; otherwise we would take the road. When you get to a tough hill, do you get off and pay someone else to ride it up the hill? Not if you ever dream of becoming a better rider- same thing with tires. You CAN do it, it's part of off-road, and you'll be a better off-roader for it. DON'T let the shop install your tires. You will never learn these things when the shop is doing all your maintenance. While it's good to support the dealers, remember that your **life** can be on the line when you're eighty miles out in the desert. It really depends on what kind of riding you intend to do. Since front tires are easy, start at home by doing the front tire. Get a hand pump or a $20.00 inflator that plugs into the 12V receptacle in your car. Discard the spoke band, clean the wheel, and cover the spoke ends with good tape, two layers max. Excess tape in the rim recess will make it harder to change tires. And remember that changing a tube is oy half as hard as changing a tire. Get in the habit of using only the tools you carry in your toolbag to work on your bike. This will ensure that you have everything you need and that your toolbag's not full of junk tools. Once you get your toolbag set up, never 'borrow' tools from it; keep it sacred and separate from your normal toolbox. When you strap it on, **it has everything, always**. On the trail, bring two 8 1/2" tire irons, a CO2 inflator, at the very least, three CO2s, and wrenches for the axle and the rimlock. Put valve core removal caps on both wheels. A patch kit is advisable as well as extra air (a pump) to find the holes. A long nail can make a hundred holes on the other side, and often the valve stem tears out, which means you should carry a spare tube also. A front tube fits in the rear better than a rear fits in the front, and is the natural choice. (Yes - it works – all the pros do it.) A heavy-duty tube is harder to carry than a standard tube. For this reason, the author recommends carrying a standard 3.00X21for spare.

At this point it is assumed that the reader has at least changed a tire at home, and is familiar with the brake mechanism and chain adjustment. Read your manual and do it at home first. This is very important

(Continued on page 5)

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KTM640, SuperTrapp IDS Quiet Series, Touratech Aluminum Panniers, Much More

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KLR650 Electronic Mailing List

The KLR650 mailing list is easily one of the more entertaining lists on the net and well worth subscribing to. To subscribe, simply send the message "subscribe klr650" to majordomo@lists.xmission.com. To post a message to the list, send the message to klr650@lists.xmission.com.

DUAL SPORT Mailing list

For those wanting a little more variety, there is DUST, the dual sport mailing list. Send the message "subscribe dust firstname lastname" to listproc@dorje.com.

IMPORTANT DATES

Utah Get-Together

June 3-6, 1999, Moab, Utah.

City Bike KLR650 Review

Publisher, Brian Halton, was kind

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enough to send me a limited supply of the issue, which I would be glad to send to you. Please send a self addressed 9 X 12 envelop with $1.47 postage attached or send me $1.47 and I'll get one out to you. I only have about 8 copies to send and they will go fast.

Utah Get-Together T-shirts BLOWOUT $9.00 includes shipping!

All remaining Utah Get-Together T-shirts, sizes XL-XXL are being blown out to make room for the new **Dual Sport News** T-shirts coming out this spring. The Utah Get-Together T-shirts have a rock art design of riders and KLR's. Not many of these left, so get one while you can. 100% cotton. Send check to Dual Sport News, PO Box 698, Sandia Park, NM. 87047. Make sure to state your size.

Advertising Policy

Basic Advertising

Basic advertising is available for **free** with the annual

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...Tube Change

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first step for any X-country rider and anyone who has racing aspirations.

Disassembly

Although getting the bike propped up can take some time, upright is easiest. You wouldn't see this step during a race, which is why racers must learn to do it with the bike on the ground. If you have a kickstand, put it down and scoot the bike up against a tree, or use a stick on the opposite side to prop it up so the wheel is off the ground. (Or do it on the ground if you're serious about learning race methods!) Since it's not a race, put all loose parts back where they came from. (You should carry a magnet in your toolbag for locating small parts lost in the sand). If you must disturb the chain adjusters, count the number of tic marks and write it in the dirt so you won't forget. Pull the axle out, push the wheel forward, and derail the chain on the outside of the sprocket. Set the wheel sprocket-side down. If you choose to work with the sprocket side up, wear your gloves as holes in your knuckles are only marginally better than holes in your tube. Undo the rimlock nut to the last few threads, then remove the core and the nut from the valve stem. Since you rode awhile with the tire flat, you've already 'broken the bead', and the tire's ready to come off. Do it quickly, while the tire is still warm (and soft).

The more of the bead that's pressed into the recess (with your knees), the easier it will be to pry the bead over the rim on the other side. Start at the rimlock. Push the valve into the tire to provide the longest, clearest path for the bead to drop into the recess. Use the 'hook' side of the iron to pry the bead off. If it's too hard, you're doing it wrong, and most likely it's because you're not keeping the bead pressed into the rim recess. If the pros can do it in four minutes, there must be a trick to it - learn it by trying! The author's normal, non-race-pace is fifteen minutes for a rear tube.

KNOW what caused the flat. If you put a new tube on without determining what let the air out, you've made a big mistake. Slow down and take the time to trace the reason for the flat. If you're reliant on you're buddies' spares, they may object. (Ever hear about the mechanic from San Francisco who 'lost' a tire iron while fixing a flat at Barstow-to-Vegas? He found it inside his tire a few miles later.)

A snakebite always has two (or four) big holes, and deflates quickly, while you are still wondering if you hit that rock too hard. A small nail or wire will be hard to find, but you must find it! Take your time. A rag will usually snag on it, and won't bleed like your finger. Always remember that there could be two nails in your tire, and there's little excuse for not checking. If you put a new tube in on top of an old nail, you'll have some explaining to do at the next campfire. The air can only escape through a hole or through the

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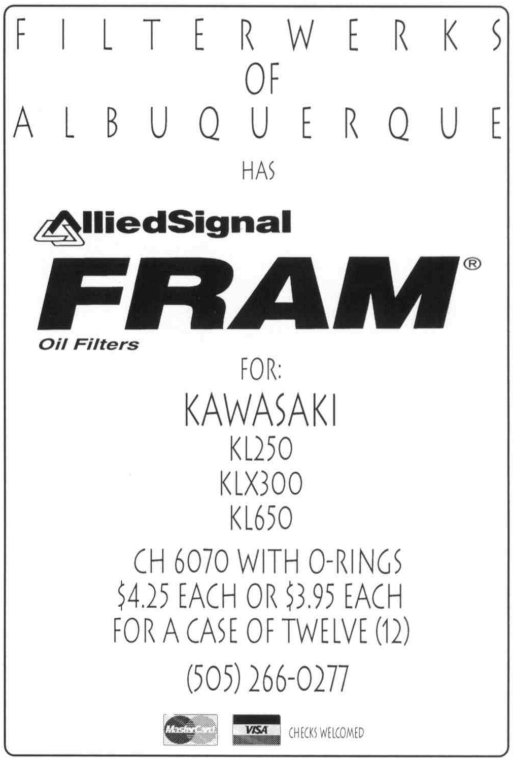


.... Tube Change

(Continued from page 5)

valve stem. If you find no holes, check the stem by hanging a loogie on it.

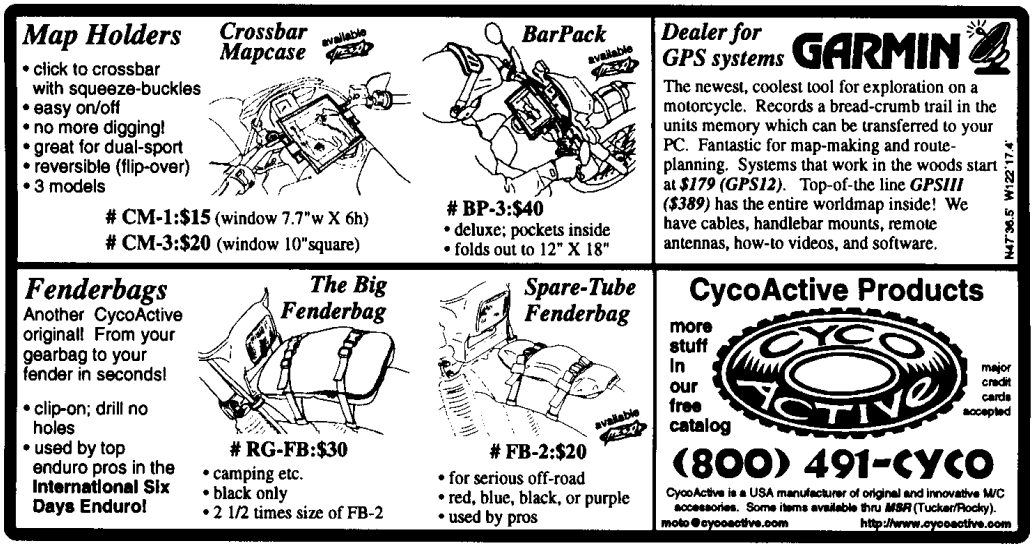
Reassembly

Remove the core, and inflate the new tube halfway by cussing into the valve stem. Replace the core and stuff the tube in, valve first. Distribute it evenly, and be SURE that it is ON TOP of the rimlock. Insert the iron only 1/4 - 3/8 inch past the edge of the rim. Use the straight side (not the hook) to reinstall the bead so you don't pinch the new tube with the tire iron. Be very careful when going beyond vertical with the iron - this is where the tube gets pinched. Again, take your time. (It's a lot like biting the inside of your cheek when the eatin's good.)

Since the valve stem is now occupying its rightful hole, start in the center (between the valve and rimlock). Alternate small 'bites' left and right. Keep your knees on the tire to press the bead into the recess. Finish at the center on the other side. Straighten out the valve stem, and put the nut on. Inflate the tire before tightening the rimlock. It usually takes a minimum of two CO2s for a front and three for a rear. Put the wheel back on and check the alignment, chain tension and brake adjustment.

Some General Tire Hints

1. Don't ride thru campfires, even when extinguished - they're full of nails.
2. Any lube helps to change a tire - talcum powder, soap, water. WD-40 is the best 'cause it's hella-slippery and dries sticky on rubber! But even the 4oz cans are hard to carry. Spitting while cussing seems to help a little.
3. Some tire brands are easier to install than others. In general the higher-quality tires install easier. Pirellis and Metzelers are easy. IRCs are OK. Dunlop 6-plys are difficult. Remember that front tires are easy.
4. Patches work! If anyone tells you they don't, that's a dead giveaway that they simply haven't learned to use patches correctly. Clean and roughen the surface, removing all of the smooth surface and exposing clean, unoxidized, untouched virgin rubber. Add the goop sparingly and never touch the mating surfaces - especially the edges! Wait five full minutes then apply the patch in a rolling motion to prevent bubbles, which can be a real problem. Leave the cellophane on. Pound it down with a screwdriver handle. The edges are the most important part - squish them down carefully, all the way around. If people in the Third-World can patch tubes, cutting their patches from old inner tubes, you should be able to figure it out using a real patch kit. Start learning now, not 80 miles from the nearest highway.
5. For changing the WHOLE TIRE, the hot setup is: Put the tube in the tire first, then stuff the rim into the center of the tire using lots of WD-40. Easily poke the valve thru its hole while the rim is in the center, then pry each respective bead over its respective side.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$15.00 subscription fee. A basic advertisement consists of no more than six lines placed in the Haves, Wants, Needs section; were individuals may sell motorcycle, parts, accessories and other motorcycle related items, or the new Corner Store section; where businesses that make items specific to motorcycling may sell their products. The advertisement may be changed as many times as needed as long as the changes are received by DSN by the cut-off date prior that issue. A basic ad will be published in each issue for up to one year.

Deluxe Advertising Policy

Deluxe advertising is available for and annual fee of $45.00. This includes a years subscription to DSN, an advertisement up to but not exceeding 3.5"X3.5" and a basic advertisement in the Haves, Wants, Needs or KLub Store.

Event Advertising Policy

Event advertising is free without a subscription to the DSN. You may advertise your motorcycle event two issues in advance. Simply send in a

(Continued on page 7)

1999 TRIUMPH TIGER

(Continued from page 6)
description of the event, dates, times and point of contact and it will get published.

Rights of refusal.
Dual Sport News reserves the right to edit or refuse publication of any Basic, Deluxe or Event advertising if it deems the nature or content is not appropriate.

If your mailing label has an * in the upper right hand corner of the mailing label, you will need to decide which advertising structure you wish to follow as of January 1, 1999. This is necessary to maintain the quality of DSN while keeping the cost to subscribers low.

HELP WANTED
Over the next few months I will be laying out the long range plan for Dual Sport News. If you would like to be a part of this publication, please give me a call or send me a note or e-mail. Having a computer and being hooked up to the Internet would be a big plus, but not necessary. We will also need help putting together next
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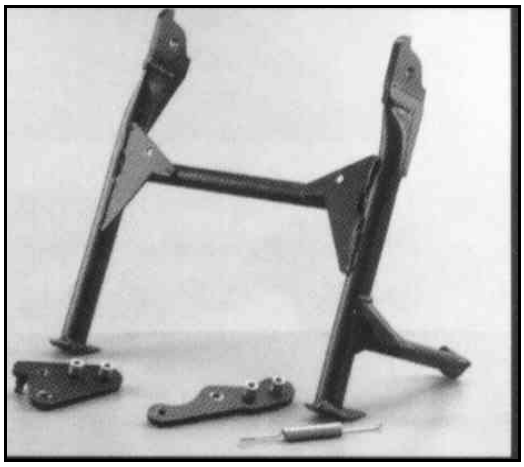
Bug eye styling may not suit some, but you won't ever confuse it with anything else

For those of you Triumph fans who lay awake at night wishing that Triumph would make a big dual sport that could realistically compete with the BMW R1100GS, the good news is that you may be getting some sleep soon. Triumph has announced it redesigned Tiger and it looks real promising, at least on paper. The 1999 Tiger will sport a lower center of gravity thanks to a new steel tube perimeter frame that allows the engine and fuel tank to sit lower. Speaking of fuel, Triumph has figured out how to put a large fuel tank on a perimeter frame and the Tiger sports a 6.4-gallon tank. The engine is the tried and true triple used in the last years T509 Speed Triple. The motor has been de-tuned to 885cc, putting out 86 bhp. and 62 lb. ft. of torque. Triumph wisely mated its ultra smooth 6 speed transmission to the bullet proof motor and bolted on fuel injection instead of the usual three carburetor setup.

As with all dual sports of this nature, the new Tiger is buy no means light. Tipping the scales at a whopping 474lbs dry, the Tiger is lighter than the 1998 model and the R1100GS. 43mm front forks and a remotely adjustable rear shock handle suspension chores while a pair of 310mm discs up front and a lone 285mm rear disc stop the big cat. If all of this sounds good, it only gets better. Triumph has fitted the Tiger with some nice standard features such as an adjustable seat and a power socket.

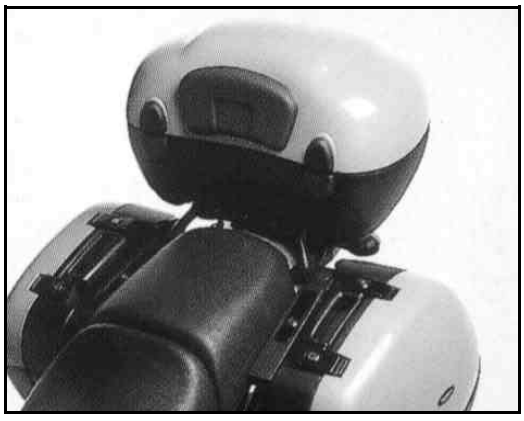
Triumph will also have a full suite of accessories available for the Tiger when it hits the showroom floors in January. We're not talking cheesy stuff either. Fully integrated color matched hard luggage, center stand, taller windscreen, purpose built tank bag, and a performance exhaust system all threaten to suck the life out of any credit card.

What's that you say? You do not care for the new styling? Well, there are plenty of 1998 models still available and will probably have some very lucrative pricing attached when the new models roll in the doors. Triumph looks like it has a winner. The proof will be in the riding. We'll see in January.



ABOVE: *What no bike should be without; a center stand.*

BELOW: *Color coordinated, integrated luggage that looks like it belongs on the bike*



OF MUD AND MEN:

Dual Sport Riding in Panama

by Juan Villareal

One day I mentioned to a co-worker that I was interested in pursuing my off-road thrills on a grittier level. Being a relatively new arrival to Panama, I'm not yet well versed on the more out of the way journeys. Up until now, my experiences have been limited to either smooth pavement or well graded gravel. Fortunately (?) for me, he owns a four-wheel drive Toyota that he enjoys taking out onto the roads less traveled. The words were scarcely out of my mouth before I got his reply-- San Blas.

The San Blas Islands, lying off the north coast of Panama, possess some of the most beautiful and pristine beaches this country has to offer. They're inhabited by the colorful and fascinating Kuna Indians, renowned in this part of the world for the quality and beauty of their crafts as well as for the fierceness with which they protect their culture. The normal mode of transportation to this enchanted place is a quick commuter hop out of Panama City's Paitilla airport. Unbeknownst to me, there's also a 20 to 25mile "road" that leads there.

My friend said he checked it out once and had to turn back short of the destination. The idea of tackling this kind of challenge coupled with the appeal of the islands was all I needed to convince me this was something I wanted to do. Another bonus was the possibility it would present for converting some of the local heathens to the ways of God and Christianity… Don't worry friends, the previous line was written only in jest, for the only heathens to be found down here are the Colombian drug runners and Panamanian cab drivers. Back to the story…

The rest of my working week ticked by at a slow pace; every day I grew more and more anxious to embark on my little adventure. It would prove to be one of the most challenging tasks I've undertaken in a long time…

Dawn (5:30) Saturday morning arrived dark and early (ouch!). I'm not naturally a morning person but when venturing out into the "hinterlands" I like to have as much daylight as possible available for my use. My gear, organized the night before, was all laid out and ready to go: steel-toed leather work boots (in lieu of my Gaerne Explorers; a fateful decision), enduro jacket, Camel-Bak drinking system, a couple energy bars, reflective vest (worn at all times; day or night), leather gloves, motocross-style helmet w/goggles, Moose tool belt, etc. At times I feel as if I'm ready for a lunar exploration but they're all things I consider necessities. Better to have them and not need them than the other way around.

By 6:15 I was rumbling out of the parking garage of my apartment complex. At that hour the local traffic doesn't yet have it's teeth so the trip out of the city was uneventful and relaxing (too bad the moon still has to be up for that to be the case!). The cool air rushing through the open face of my helmet coupled with the changing hues of the sunrise awakened and exhilarated me. Brimming with confidence and happy anticipation, I rode into the little town of Chepo for some breakfast. Using my shameful Spanish (one look at my name and you'll see why it's shameful) I was able to set myself up with a hearty breakfast of some meat and fried bread. Leaving my $2 on the table (and that's including the tip, folks), I suited up and brought the KLR back to life in front of a few of the ever-curious locals. Not having

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(Continued from page 7)
years Get Together in Moab, Utah and establishing the Dual Sport Owners Group. **Get involved**.

NEXT ISSUE DEADLINE

The deadline to receive articles for the next issue of Dual Sport News is **December 5, 1998**. Start writing!

SUBSCRIBING

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... Mud and Men

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any patience for show-boaters myself, I find the attention I get when I stop at these villages a little disconcerting. It isn't borne of any type of fear but rather a desire to keep a low pro and move on. I guess I'm just one of those "shy and retiring" types…

Another 20 miles on the main road brought me to a gravel turnoff, which I hit at 7:45. After confirming the correctness of this exit with a local teenager, I proceeded to inspect the bike and myself one final time. Satisfied that everything was secured and in good order, I popped the beast into gear. The road wasted no time in letting me know this wasn't going to be just another easy dirt ride. Immediately I was greeted by a path that was covered in rocks about the size of a man's fist. The gradient was also fairly steep (I'd say about 30 degrees or so, nothing to sneeze at for a neophyte like myself). Time to give it the gun and let it rip. All that stuff I've read about staying on the throttle and "looking through your line" is true-- not always easy to remember, but true. Things only got more interesting as I progressed.

The rocks went away and the "road" (as it was) turned into a ribbon of red, slippery clay interspersed with ruts that reached up to two feet in depth. Not so bad in and of selves but in addition to that I was constantly having to fight the hilly nature of the terrain. This made for a ride that was tricky at best, and downright scary in a lot of places. Carry a little speed into a hill or else run the risk of spinning out my rear wheel. Keep my speed down when descending lest I slip into a skid (brakes just not a viable option at this point). I held my own for the first ten miles or so but finally went down on what I thought was a particularly nasty climb. A man laboring at a nearby riverbank (hip-deep in water and mud himself) dropped everything he was doing in order to give me a hand with the lift-up (my time down here has taught me that true nobility often wears a humble face). After sharing a drink from my Camelbak with him I asked about the condition of the rest of the road. He replied "Mucho mas dificil" ("Much more difficult"). Terrific… Hills like this (and worse) are no longer the exception but now the rule. Knowing I was fast approaching the limits of myabilities, I started to entertain the idea of turning back short of my destination. Not what I had in mind upon setting out but along with that thought came the determination to see just how much farther I could go. It didn't take long to find out...

Another half mile and I dropped it again, this one also on an uphill with my bike being the victim of a particularly hard fall. I'm not a big believer in staying with a bike to minimize a fall. Cat-like bailouts in the name of self-preservation are never far from my mind (on the street or in the dirt) and I was fast getting proficient in them this fine morning. It's an easy decision for me. A busted gear shifter is better than a fractured ankle any day. To make matters worse, the seat was oriented towards the bottom of the hill, making the lift-up all the more difficult (for you non-riders, the net weight of my bike w/fuel, accessories, etc. approaches 400 pounds). Adding to the urgency of the situation was the gas leaking out of my tank cap and drippin dwnino the engine area. After several unsuccessful attempts to lift it (that baby is HEAVY!), I finally decided to drag it into a position more sympathetic to my efforts and eventually met with success.

By this time it was nearing ten o'clock and the sun was making its presence known, with all the associated heat and humidity. Looking back, it's scary to think about the rate at which my strength and energy was expended in those efforts. I could literally feel myself wilting, at times feeling dizzy and faint (or maybe I'm just a weenie?). Without that big water reserve (of which I eventually drank every ounce), I could have been in some real trouble real quick.

Okay, now I'm back in business. Bike (and rider) now upright, gear shifter bent (and then bent back), mirrors loosened (and re-tightened), but fortunately nothing that could be classified as a show-stopper (gracias Dios!). Or so I thought... My first attempt to start the beast initiated a few turns of the engine, followed by an electrical scratching sound, which was then followed by silence. Nothing, nada, zilch. S**t…

For my second go I couldn't even get the neutral light to come on. Great. Resisting the temptation to panic (a mechanic I'm not), I figured some fuel had found it's way into one of the starter components and was causing a short of some kind. Betting on the evaporative nature of said fuel I decided to wait a few minutes and let the sun and heat do its work. A short water break bought me a couple of cranks of the engine followed by the same dead silence. A promising sign, but along with that hope came my concerns about just how much time this process would end up taking. Anotherught that crossed my mind was the load this whole passion play was placing on the battery. All good things to be thinking about when you're out in the middle of nowhere (that Stones song, "Two Thousand Light Years From Home," did come to mind…). Another hour of this electrical cat and mouse finally succeeded in getting the thing running. Feeling a little proud of this accomplishment, I took the time to congratulate myself for not deciding to assume a fetal position and cry "Mommy!" when initially faced with the problem.

By this time my good sense got the better of me and I decided to call it a day. Though bitterly disappointed at having to acknowledge defeat, I figured it was best to head back while my "luck" was still holding. My newfound humility wasted no time in getting the best of

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... Mud and Men

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me, however. The first obstacle on the return leg was a mud bog that ran the width of the road. Instead of getting into second or third gear for the crossing (like I should have), I kept it in first and proceeded to get stuck, letting the bike fall over (again) in the process. To make matters worse, my feet felt like they were being fitted with cement shoes. After finally managing to extricate my left foot, I noticed that the sole of my boot had been pulled away by the suction of the goo. The only part still attached was the heel, with the rest just hanging off and flapping about like the tongue of a thirsty basset hound. Groovy. Sheer frustration and rage supplied me with the strength I needed to hoist my bike up yet another ti A quick start followed by a slow and treacherous side push allowed me to exit this particular piece of hell.

These last two experiences turned out to be the worst of it. I did have a couple more (routine?) spills on the way back but by then I was a practiced veteran so they were nothing worth writing home about. Oh, and let's not forget the time I careened into and got stuck in some dead, dry brush. My efforts to escape this particular trap almost resulted in a fire generated from my spinning rear tire. This one I didn't consider perilous so much as interesting. However it should be noted that nothing could ruin a weekend ride faster than having to see your bike the victim of a sacrificial bonfire.

The rest of my trip back to civilization went fairly smoothly. A quick look at my odometer and watch revealed I had spent just under four and a half hours battling my way through approximately 23 miles of rugged dirt road. Once back on the pavement I patted the tank, pushed it up to 80, and never looked back (what a machine, huh?). The willingness of my bike to perform so readily at such opposite extremes left me feeling guilty over the kind of punishment I had just meted out to it. If it were a kid the neighbors would've turned me into the local child welfare authorities long ago. Covered in mud from head to toe, I was oblivious to all the stares and whispers that surrounded me at the traffic lights. A silly contentment overtook me as I thought about the resilience of man and machine on this day. Wearing the giddy smile of a fool on a motorcycle, I savored this joke that only I understood.

While for me the name of the dual-sport game is fun and adventure, I'm also always looking to take away a lesson or observation of some sort from every outing. It didn't take long for me to figure out that any one of a number of events or oversights on my part could have put a much more ominous spin on the day. What if it had rained while I was out there? A scary thought, for although it hadn't rained for a couple of days the road was still unfit for use. What if my bike wouldn't have started after that second fall? Not necessarily a dangerous thing in and of itself but the idea of hoofing it (and leaving my wheels behind) would have been horrifying, to say the least. What if I had chosen to blow off taking the Camel-Bak? I shudder to even think about it, given the heat and levels of my exertion. I DID blow off wearing my special riding boots and look what happened-- I ended up schlepping around like some overpaid hobo. All kidding aside, it had a real effect on my shifting and that wasn't fun Now for the two biggies… What if I had suffered some kind of incapacitating injury? And/ or run out of daylight? In that case I suppose I would've had to pin my all my hopes on the local critters not liking Mexican food.

None of this was hindsight, though. I thought about all these contingencies (and bet on all of them happening) before I ever left my apartment. Okay, so the boot thing escaped me… My point being that I love a little risk just as much as the next guy, but it has to be controlled, intrinsic risk (no 24 hour marathon rides for me, thank you-- that looks a bit too much like generated risk to me). Trying to anticipate such scenarios is a big part of riding's joy for me. It's an exercise in the mental as well the physical realm. So even though I never made it to San Blas, and I've yet to party with the Kunas, I still had A LOT of fun. It's even gotten to the point where I've almost forgotten how to use my television remote. For that alone I deem this whole process a success

Editor's Notes: *Juan Villarreal is a captain in the Unites States Air Force and is navigator aboard a KC-135 tanker – obviously has a thing for big gas tanks. Born in Madrid, Spain and raised in Kansas City, Missouri, he is currently stationed at Howard AFB in Panama. He will return stateside in the summer of 1999 to take up residence in San Antonio, Texas.*

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TECHNICAL INSIGHTS

By Elden Carl

I guess it took lots of thought on Gino's part to decide to go from a one-brand owners group to an all-brands organization and newsletter, but I for one think he did the right thing. In the long run, I'm sure it will pay off.

I have owned and worked on Yamaha 2-stroke and 4-stroke singles and several Honda XR's. I presently own two Suzuki DR350's and three KLR650's. I consider the DR350 to be the best all around trail bike available and the KLR650 to easily be the best all around motorcycle ever built especially for guys over 6 feet tall.

I promise those of you who own KLR's that there is much more technical information coming on this great bike from my little corner. I'll do my best to present useful information the DR, although it doesn't take much to set up this neat little trail bike.

Suzuki DR350

I'm very excited to be working with Bob Bell of Precision Concepts on setting up quality suspension systems. Bob's bikes won four of the top five places in this summer's Baja 500. The XR628 he setup for Honda as a number two bike almost beat the factory number one bike! His suspension setups are awesome to say the least. The work he did on my KLR650 and DR350 is amazing when you consider that I already had shocks that I didn't think could be improved upon.

For members of *Dual Sport News* and the owners group, Bob Bell has agreed to some special prices on all suspension work. An example is the following setup for a DR350 to be used for serious off-road work.

Reshim and program the rear shock	$99.00
Hard anodize the shock body	60.00
Setup front forks (conventional)	75.00
Setup front forks (cartridge)	99.00
Hard anodize fork lowers	80.00

DR350's have good suspension components, but are under damped, especially on the rebound side. For those of you who have XR's, Bob is the best at setting up the Honda singles. The XR has a short rear shock and lots of leverage, not the ideal setup. Despite the high piston and shaft velocities, heavy spring and heat build up problems, however, Bob can make them work. For those thinking I get a cut from Precision Concepts, I can tell you this. I get nothing from turning you on to Bob at Precision Concepts except the pleasure of knowing that you'll have the same magic carpet ride that I do.

By the way, if you are setting up a DR350, don't even consider any gas tank other than the Acerbis two petcock, four-gallon model. It's the only one I know of that carries the gas low and allows you to use almost all of the gas available. No front lobe storage like the KLR650. (Remember gas does not flow uphill).

Kawasaki KLR650

Now, onto some KLR650 topics. Gil Vaillencourt, a.k.a. Mr. Works Performance, called saying his new KLR650 has sticky clutch plates causing undue trauma to the shift fork and gears when the bike is initially shifted into first. This is not an uncommon problem.

I like to start my engine a let it run for a minute with the transmission in neutral. I pull in the clutch lever and "blip" the throttle a couple of times. Don't rev to high when you do this. Sometimes new KLR's like Gil's are so that for a while, you may have to put the bike in second before starting. Pull the clutch lever back in, rock the bike forward and backward until the stuck clutch plates break free.

Speedometer error is another problem on KLR's which are generally off about 5MPH at 55MPH and above. A CHP buddy of mine paced me at exactly 55MPH while my speedometer indicated a hair under 60MPH. Not much you can do about this, though.

You can prevent damaging your KLR's frame by lubing the bearing surfaces of your side stand pivot each time you lube your chain. Forget to do this and you will be welding your frame someday to fix your side stand.

Alan Roach of Baja Designs asked me to help him set up a KLR650 for *Rider* magazine. He spent some time studying mine and I gave him some specifications,

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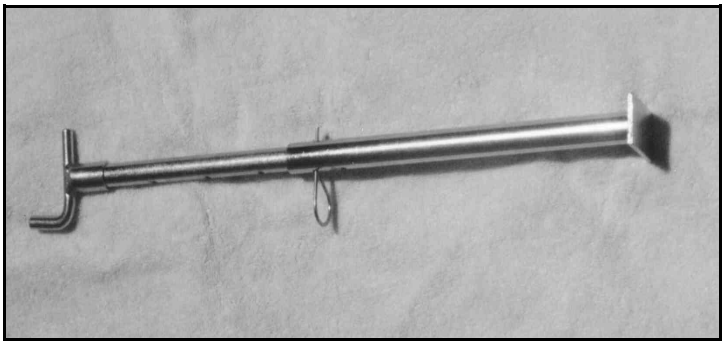
...What's New

(Continued from page 3)
chain or remove the rear wheel although I recommend loosening the axle nut and chain adjuster bolts before propping up the bike.

Lifting the front wheel is a bit trickier. You need to set the rear brake by wedging a stick or something between the engine and the frame, over the rear brake lever and under the foot peg. This will depress the rear brake pedal enough to lock the rear wheel. Then push up on the right hand grip, this time from the front, to get the front wheel off of the ground. I place the Quick Jack top cap into one of the holes in my Moose Skid plate and all is well. Again, for wheel removal, loosen the axle bolts before propping up the bike.

As with any stand of this sort, the Quick Jack should not be used to prop up a bike for a long duration or extended maintenance; use a more sturdy shop stand for that. Also, it is not a good idea to crawl under your bike while the Quick Jack is supporting it. All in all, the Motion Pro Quick Jack Lift Stand is good product although the engineering and materials used are unremarkable and could be easily duplicated by anyone with access to a welder and metal supply shop. The Quick Jack Lift Stand is available from Motion Pro through your local dealer for about $40.00.



Motion Pro Quick Jack Lift Stand assembled and ready for action

...Technical Insights

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so watch for a feature article in *Rider* on the KLR650 soon.

Riding in Baja

Summer riding in Baja Norte has been hot but exciting. My DR350 has carried me 2152 miles in five weeks, 1600 miles of that in dirt. Rod Morris on a DR350 and Joe Carpenter on a KLR650 have shared in the fun. We rode through mountain thunderstorms, saw a gathering of about 200,000 birds and passed through a large brush fire near Santo Tomas. We were fortunate to have lunch with Dona Aida Mehling, one of the two most famous women in Baja. The other is Dona Anita Espinosa or Mama Espinosa as she is know to off-road adventurers. Sadly, Dona Aida passed away two weeks after out visit.

Future Topics

Gino has thrown down the gauntlet by speculating as to how long a KLR650 engine can live. Since I took mine apart at 54,500 miles and studied it carefully with engineer, Scott Wekman and engine building whiz, Vey De La Cruz, we may be able to shed some light on the subject. We'll tell you what we found and how to get maximum life out of your engine.

As Gino pointed out, high-pressure washers are bad news for motorcycles. Antisieze can be used where vibration is not a problem, but for fasteners on a brake disc, side stand, or exhaust system, it's better to use Loctite. Loctite creates a protective barrier between the fastener and the threaded hole. For shock bolts and engine mounts, it is better to use Loctite medium hold. Remember never to apply Loctite to plastic – it can eat it away- or use it on aluminum bolts going into steel holes because too much torque will strip the threads.

New Stuff

For those wishing for better braking performance, Ludo at Braking tells me that a new four-piston caliper and mount bracket will be available for the front brake on the KLR650. As a matter of fact, two brackets will be offered; one for the stock rotor and one for an oversized rotor.

I love their discs and pads. I've boiled the fluid on my KLR several times but have never warped a disc or had t throw away pads. The current release date for the caliper is sometime in January 1999.

TECHNICAL QUESTIONS WANTED

Have a technical question you want answered? Send it into to us and we'll get an answer for you regardless of brand. We have managed to establish a great resource of knowledgeable dual sport enthusiasts who can answer just about any question, bike related of course, you can ask. Send tech questions to Dual Sport News, PO Box 698, Sandia Park, NM 87047 or e-mail to k650dsn@aol.com.

HOME GROWN

The Cycle Gear KLX250/321
By Steven "scooter scum" Johnson

Gino asked me to do a review of my one of a kind KLX250/321. It will be a strange review since I picked up this special bike second hand. The previous owner was the owner of BRAKING SYSTEMS. Some how he lost interest in the bike. He asked his friend Pete Denison (owner of Moose Racing now known as A-Loop) to sell the bike in Colorado. At the time I was looking for a bike for a friend. I suggested he go down and look at it, but he was out of town flying. So as a friend, I went down to take a quick look for him. Sadly, this is when I end up buying a bike is when I'm trying to spend a friend's money.

Every year, A-loop has a Garage sale. I went down to check out for my friend. I took it for a spin and fell in love with it. How was I going to break the news to my wife? The bike had undergone numerous changes. First it had been bored and stoked by masters at Cycle Gear in California. They took the wimpy 250 and pushed it to 321 ccs. The KLX250 is fairly anemic at my altitude (Denver 5280 feet). It only gets worse when I ride the high passes of Colorado. It is not uncommon to climb to 12 or 13 thousand feet where you really loose power. Cycle Gear has worked real magic with the engine. I find the bike pulls like my KLX650 down low and revs out like a 250 two stroke. What a wonderful combination.

The bike had undergone extensive suspension modifications as well. The first company to work on the bike was Pro-Circuit. The lengthed the wheel travel about 1". According to the original owner, the suspension was more oriented toward motocross. He wanted something more trail oriented. He took it to his friend Pete Denison and they helped correct the problem.

Being the owner of Braking systems, he upgraded the front brake to an oversized rotor and placed special pads in the rear. I gotta tell you, it was much too much brake for an amateur dirt clod like me. I touch the rear brake and the engine would stall. Grab the "one finger" front brake and I would come close to flying over the handlebars. In a corner, the front end would wash out. For a professional, I sure they enjoy this behavior, but for me it was very scary.

One of the nice things of the KLX is its lightweight. It makes for an excellent woods bike. Here in Colorado, we have a riding area that is heavily wooded. Some trails the longest straight away is 10 yards then you thread two trees in a 180 hairpin and then accelerate another 10 yards. The KLX with its 230 lbs. is a kick in the pants under these conditions.

The amazing thing about the KLX is it goes *exactly* where you point it! The great perimeter frame has no flex or vague feelings. On single-track trails, the KLX250 usually has 2 or 3 lines you can take on the trail. On my big KLX650, I'm lucky if I can pick one.

The engine is really the star of the bike. It is super friendly. In fact I frequently loan it out to beginner riders for the 100 miles of the White Rim. Twice now I have taken people that have never ridden the White Rim, and they felt extreamly comfortable with the KLX. The engine can handle lugging around all day or run at full throttle. It is happy in both extremes.

KLX250s did not sell well. You can probably pick one up cheap and have Cycle Gear (1-800-CYCLE-GEAR) work over the engine. I believe their full engine treatment is around $900. When you are done, you will end up with a very competitive bike.

In terms of tires, I have run Michelin MS series of mud knobbies up front and a Kenda K270 Trackmaster DOT approved knobbie. The Kenda is just about perfect! Low cost; long life, excellent traction in any condition. I have used it in everything from rocks with very little chuncking and in snow. It has performed flawlessly. This tire can be found mail order for $38. An absolute steal.

I wish I was a little person, but sadly I'm 225 lbs. and 5'10". The bike is more than enough to for me to ride around. I have compared it to a stock XR400 and it holds its own. In the low RPMs, it runs a bit better than the XR400. I think the Mikuni Pumper carb helps give it more snap than a XR400. Once we are reving out, the XR has the upper hand. My riding style has me working the low end more than the high end. So the KLX fits me just fine.

EVENTS

The First Colorado Springs Get-together
By Rex Hefferan

The weather cooperated, the leaves changed on schedule, some of the roads were freshly bladed, traffic was light, even the Mountain Sheep were in place. Everything was about as good as we could have hoped for except the numbers in attendance. We had a total of 6 KLR650s, 1 KLX650 and 1 Yamaha 600. One person from out of state, Josh Sammons from Taos, NM. We had a good time and I was surprised that most of the Colorado riders had not ridden off road in the Pikes Peak area. We were also a bit surprised that no one came with a passenger since we pushed that theme. We provided Coffee, Orange Juice, Donuts, Coffee Cake and a warm fire side seat to the chilled who had up to an hour and a half ride to the meeting point.

On Friday three of us rode the 8.7 mile section of Gold Camp Road from the intersection of High Drive up to Old Stage Road. This section of Gold Camp had been closed to all motorized traffic for several years due to a collapsed tunnel. There are some great views of Colorado Springs and a couple of tunnels along the way. We continued to Cripple Creek for lunch and down to Cannon City via Shelf Road. There were Mountain Sheep in three places on Shelf Rd. which I'd estimate numbered 35-40 total. We returned on Hwy. 115.

On Saturday 8 of us started out about 10:15am to ride almost the same route. Marcus Young had to be back in Denver so he split offright away. It was good of him to come down and he planned to take Rampart Range Road back. We took Old Stage Rd. instead of the Gold Camp Rd. section and explored one jeep trail for a couple of miles with minor difficulties. Before we got to Cripple Creek Steve "Scooter Scum" Johnson had to break off to return to Denver also.

"And then there were six"

The rest of us decided to try Victor for lunch and we ate at "The Something Else" an old 1890's bar. We continued on to Shelf Rd. after an attempted gravel road short cut over the mountain which resulted in a high overlook view point and a return to Victor. Once we got to Shelf Road we found the same groups of Mountain Sheep near the same area. Robert Runyard had to get back also and left the group after we made it to the better view point.

"And then there were five"

When we got to Cannon City, we split up, 2 went on to Phantom Canyon and Josh, Bogdan and I went to check out Skyline Drive.

"And then there were three"

I suggested we might try a couple of the hills on the way down from Skyline Dr. and led the way up and over. It turns out Josh was unprepared and had not experienced as steep a hill. No harm was done, but he was in the wrong gear and almost stalled on the way up. We continued on to Phantom Canyon.

"And then there were two"

Bogdan dropped out and when we noticed he was not with us we turned around to see what happened. We could see he had turned around and then remembered he needed to head home earlier than the rest of us.

"And then there were four again"

Josh and I were on '92 and '93 models and everyone knows the blue ones are best looking and the fastest ones, so we caught up with the other 2 that had gone on ahead into Phantom Canyon. It was getting late and we didn't stop long for the views much. When we were about half way between Cripple Creek and Divide, Joshs' KLR died and after a couple of attempts to restart it, I offered to go on home and return with the trailer. As it turned out They got it started probably 15 minutes after I left and we saw each other before I got more than 4 miles from home with the trailer. The Plug showed a rich condition so we cleaned the filter and replaced the plug. It seemed OK and that's how Josh headed back to Taos the next day.

Overall it was a good weekend and I think everyone had a good time. I had fun exploring the area in preparation and was glad to have a good excuse to get out to do it. Thanks to all the attendees and next year will be better. I was told that the first Moab get-together only had 8 or 9 people, so there's plenty of hope.

1999 Utah Get-Together

For those new to this newsletter, the Utah Get-Together has turned out to be our largest gathering. Last year's Get-Together had close to 60 bikes show up and enjoy some of the best dual sporting around. This year's gathering looks to be shaping up nicely with over 100 bikes attending. There will be an official campground and motel to be announced in the January/February issue and we will be meeting at Fred Hink's Arrowhead Motosports again.

Some of us are planning on arriving early to help either the BLM or Park Service do some trail maintenance. If you would be interested in helping out with this, or any other part of the event such as registration, leading rides, or just plain helping out, please contact me at (505)281-9886 or k650dsn@aol.com **or drop me a note to *Dual Sport News,* PO Box 698, Sandia Park , NM 87047.**

THE KLR650 PAGE

Pelican Panniers
Text and Photos by Bill Wright

Editor's Note: *A few months ago, I received an e-mail from a fellow I had sent several back issues to. He was somewhat disappointed that the many of the articles had to do with adding bags and luggage systems to KLR650's and not enough articles were about making the bike dirt worthy or high performance. One thing I have learned about the majority of KLR650 owners is that they like to travel on this big single and devour any and all information about setting their machines up for the long haul. The Pelican bag setup you are about to read about is almost identical as that used by the Ride to the Moon Expedition two years ago. This setup, in fact may be even stronger than that used by those five stalwart men who rode their KLR's to Argentina. If you are looking for inexpensive and indestructible luggage, this is it. –Ed.*

If, like me, you were drooling over the Al Jesse aluminum panniers, but found the $800 price tag just out of reach, a set of Pelican cases mounted as panniers may be just the ticket. When I started my research, I found that riders were using Pelican models 1500 and 1520. I visited my local Wolf Camera to compare the prices and sizes of the various cases. I decided that the 1550s were actually what I needed. Large enough to carry all my gear, but not so large as to interfere with my passenger's seating position on the KLR. I've calculated the volume for a pair of each of the three sizes as follows: 1500 - 41 liters, 1520 - 51 liters, and 1550 - 68 liters. For a mounting system I contacted Jake Jakeman at Sagebrush Machine Shop in Milford Utah.

Jake is not just a machine shop owner, but a KLR owner and has mounted a set of Pelican 1500s on his own ride. If you are on the KLR list and have never seen Jake's messages there, its because he doesn't have a computer. When you call him, he does an aw shucks outine and says he is a "low-tech" setup. What he doesn't tell you without a little prodding is that instead of programming a computer he is setting up the programmable machinery in his shop. The result is a top-notch professional mounting system for the Pelican cases both in functionality and appearance. The mounting plate and stabilizing struts are .25" aluminum and all hardware is stainless steel. You can opt for an opening to allow access to your tool case or just move your tools into one of the Pelicans.

Normally Jake would have you visit his shop in Milford, Utah and he would take some time to mount the cases for you. I approached Jake about a "long distance" installation. (I live in Atlanta) I agreed to act as lab rat for Jake's first attempt at providing enough information for someone else to mount the cases. Jake provided detailed drawings which showed exactly where and how everything should be mounted. After providing Jake with a couple of crucial measurements on the 1550 cases, he went towork on my mounting plate. Over the course of the next 2 weeks I received several pages of drawings and instructions on the how-to of this project I was about to undertake. Some arrived in the mail and some on my fax machine. During one of our early conversations Jake mentioned that I would lose my passenger foot pegs because the strut attached to the foot peg mount on the lower end.This was logical for him because he always rode one up. I mentioned that my wife rode with me a lot and that passenger foot pegs were a necessity. The very next day he called back and faxed me a drawing which showed a bracket extension design, that he came up with overnight, which would allow the attachment of the strap and maintain the foot peg. This design only extends the passenger foot peg by 1 inch on each side and sacrifices none of the stability or strength of the foot peg mount.

My mounting plate and hardware arrived in the mail a week or so later and I started right away to mount the cases. The first step is to move the turn signals to a spot under the back of the luggage rack. Jake provides an aluminum 1" angle, already drilled and ready to accept the signal. It was necessary to drill two holes in the back fender over the tail light to route the wires for the signals. There was no need to extend the wires on my 98 KLR as Kawasaki provides extra length in the harness. Not only are the signals too wide at their original location, but the signal mount is used to secure the top end of the stabilizing strut. The second step is to mount the plate by removing the six 6 mm bolts holding the plastic luggage plate to the metal

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... Pelican Cases

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rails. If necessary to avoid rattling, place some faucet washers in the counter sunk holes of the plastic plate for these six bolts before placing the aluminum plate on top. Bolt the plate on using six 6 mm flat head or pan bolts from the hardware kit supplied Jake. The next step is drilling 4 holes in the cases and an aluminum bracket to match the holes in the mounting plate. As seen in the photo the cases are mounted by the lid on the left side and by the bottom on the right side. This is necessary so that when opening the cases while using the side stand, everything on the left side will not fall out onto the ground. Inside the cases are the .125"x1" aluminum straps to distribute the load of the mounting bolts evenly along the entire length of the case. This will help to avoid problems later with the plastic fatiguing and cracking. The next step is the mounting of the struts which run from the passenger foot peg to the turn signal mount to provide lateral support for the cases. It is necessary to make 4 bends in the strut to provide a flat area up against the back of the case. The strut is .25"x1" and is about 28" long. To be sure that the cases hang straight down use a 2 foot framing square or 4 foot drywall square laid across the plate with one edehnging down on the outside of the closed case. Make bends of the strut in a bench vise of sufficient length and angle to maintain this square relationship with the plate. Attach the top end to the old turn signal mount and the bottom end to either the old foot peg mount or the extension bracket fashioned by Jake. See the photo for details of the foot peg mount. A single flathead bolt attaches the case to the strut. After verifying that everything is mounted and square, remove the 8 bolts attaching the case to the plate, one at a time and squirt some black silicone sealer into the hole to maintain the water tight integrity of the Pelican case. Reinsert the bolt and tighten. Repeat for the 2 bolts attaching the case to the lateral stabilizing straps. The last step, unrelated to the cases, but provided by Jake from experience, is 2 extension bolts for the rear hole on each plastic side panel. Because the cases are now close to the side panel, Jake has designed a long bolt which extends the head outtoth edge of the side panel making it easier to hold the bolt and find the hole when replacing them after cleaning air filter etc.

Above: *Side strut and foot peg*
Below: *Turn signal relocation*

What is the cost for all of this? That depends on you're the options which you select. I obtained the lateral stabilizing struts, the .125" aluminum mounting strap for the inside of the case, and the six 6mm mounting bolts for the plate myself. Jake provided the plate, the stainless steel hardware, and all drawings and phone support I wanted to complete the project. I also procured the cases on my own. My cost was about $400. Jake can provide you with a complete turnkey system including cases or you can get the cases and hardware on your own. Jake can also provide you with the names of some vendors where you can buy the cases. The smaller cases would obviously cost less. Depending on what options you chose: case size, passenger foot pegs, tool kit access, procure own hardware and struts, the cost would run from about $350 to $450.

My first opportunity to test these new panniers came the weekend after installation. A short loop into central and eastern Tennessee, about 700 miles, provided some twisties, some, interstate, and minimal off road conditions. If you like to ride single track, the width of the 1550 cases was 1 inch wider than the handlebars. The 1500 and 1520 are both narrower than the handlebars. Interstate riding at 80 mph demonstrated no adverse handling characteristics and no problems maintaining this speed due to wind resistance. I also ride with Aerostich tank panniers. Many miles of twisting mountain roads indicated that with proper preparation, (pack heavy items low in the case), there is minimal effect on handling. The new mount for the passenger foot pegs worked flawlessly and the new panniers did not provide any hindrance for the passenger while mounting, dismounting, or riding.

Call Jake and get started on my favorite accessory. Jake's phone number is 435-387-5575.

HEAVY METAL

J. S. Desko

GELANDEN / STRASSE

This article is addressed to the other BMW fan on the Dual Sport News subscription list. Welcome to a ride in the new direction of Dual Sport News. This column will be devoted to the “original big trailie” BMW’s G/S Series.

Ranging from the R 80 G/S with roots in ISDT competition, to the R100 PD commemorating BMW’s Paris to Dakar successes. While I will grant, even Airhead G/S’s push the upper limit of the dual sport envelope, most of their riders consider the R1100 GS over the top, and since I share this view I will stop short of the Oilhead in this column. It may help you to accept the big “war elephant” if think of the R100 as your favorite 500cc single x 2. Oh, by the way Gelanden/ Strasse is just the German way of saying Dual Sport.

Before I go on any further about the hardware, let me talk a little about the software. I assure you that my fascination with “Heavy Metal” did not develop, in a vacuum. My introduction to Dual Sport came on an 85cc Kawasaki J1TRL in the summer of 1966. This little trail bike took me to school during the week and entertained me off road on the week ends. From trail bike through street scramblers by way of a Bultaco Matador SD and Penton GS6, back when you could get license plates for two stroke “woods bikes," the Dual Sport road finally arrived at the BMW R 80 G/S.

When I first saw one in the dealers show room I could not figure out what you could use one for, and the salesman wasn’t much help either. That poor bike weighted twice what my Penton did and could not hold a candle to my CB900F on the road. After the Honda came a 78 BMW R100RS, which bought with it a soft spot in my heart for big shaft-drive twins. How could a “Beemer guy” not be intrigued by a member of the family, flying across the deserts of Africa, maybe the G/S deserved a second look. In 1989 one followed me home and has been camped in my garage ever since. After a few Elephant Rides and two Big Dog Rides combined with nine years of "Adventure Touring" I cannot imagine being without one of these Multi- Sport machines.

Comparing G/S’s with KLR’s is like comparing a Range Rover with a back pack. Which container you

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WHATEVER

Escalante First-Night Soup

Did you ever pull into camp, tired cold and hungry? All you want is a warm meal and a warm sleeping bag afterwards. Well, we can't help you with the sleeping bag… yet, but here is a great recipe compliments of Jake Jakeman, motorcycle camper extraordinaire.

In a 1 quart pot, stir and brown the following:

- ½ cup chorizo (Mexican spicy sausage)
- 2 cloves garlic, chopped
- ½ cup water simmer with lid on
- 1 diced potato
- 2 diced carrots
- ½ diced onion
- ½ cup diced celery
- ½ cup diced bell peppers

When the celery starts to soften, add water to ¾" of top of pot. Add ½ cup of brown minute rice, some Terragon and meat (smoky links, polish sausage, turkey franks, etc…).Cooks in about 10 minutes. Serves 2

Effective Comfort

Is your dual sport seat a pain in the butt, literally? Does 30 minutes in the saddle find you crying "UNCLE" ? Do you wish you could afford a comfy new seat from some of the aftermarket suppliers but you check book and VISA card would protest loudly? Well, my friend, comfort may be closer than you think. There are two things that you can do that, in some cases, may provide you with better seat comfort for a fraction of the cost of some of the high dollar after market seats.

The first is a closely clipped sheepskin. I found one at Overland Sheep Company in Durango, Colorado for $35.00 and was able to cut it into three pieces and split it between my two neighbors and me. Even in hot weather, this pad made and incredible difference in riding comfort. Some may laugh at the thought of a fuzzy seat on a dual sport. I did, until I tried it.

Bicycle shorts also offer a surprising amount of comfort for very little investment. A pair of padded shorts can be purchased for about $30.00 and, when worn under a pair of jeans or a riding suit, can really cut down on chafing and soreness.

…Heavy Metal

(Continued from page 17)

choose depends on the route and how much comfort you decide to carry. The golden rule of back packing is "anything over 35 lb. is too much". Since my owner's manual allows me 68 lb. of luggage why not carry all of it and then some. If Colin Fletcher carried a 60 lb. pack through the Grande Canyon, a bike should be good for triple digits. If there is a golden rule to Heavy Metal Adventure Touring it must be "Too much is barely enough." If you subscribe to this school of thought, don't forget the cell phone to call AAA when the bike tips over.

Since there are only two excuses for Heavy Metal, #1-To carry too much luggage, #2 To ride long distances at speed on the strasse between the gelanden, future columns will focus on ways to carry the baggage as quickly as practical. We will compare luggage systems, stock bags vs aluminum. We will explore the pro's and con's of low exhaust pipes that allow equal size bags on both sides. To spread the weight around more evenly we will spend some ink on the Aerostitch tank panniers. If Darr jumbo boxes or Tour Tech luggage is in your plans you might want know more about Hepco-Becker bag mounts. I hope some advice I have gotten from some world travelers the likes of Helge Pedersen and Dr. Gregory Frazier will prove helpful. If I cannot persuade you to leave the Kermit chair home, we will work on improving your suspension and pulling a little more power out of the old Boxer.

So as not to bore with too many nuts and bolts; in between the tech, we will talk tour. I admit to being biased in favor of riding the Rocky Mountains and West, so I will apologize in advance for my obvious pre-occupation with the left end of the country. Let me also admit, that like a high percentage of the folks I meet out here, I have roots "Back East". So if time permits, I could be persuaded to come explore your end of the country.

I also plan to feature interesting G/S's I have come across, focusing on the improvements and upgrades their owners have made. Gino once suggested that "Ideas are Gold", so even if you ride a more balanced Dual Sport, who knows, you might find something adaptable to your machine in this corner of the Dual Sport News.

As a parting response to those that believe G/S's belong on the street, let me share with you one of my favorite roads. The town you see in the back ground of this photo is Telluride, Colorado from the view point of Black Bear Pass. Those of you familiar with this area may wonder if the bike shown made a U-turn and is now heading back down the road. No! It arrived by way of Ouray, next stop Tomboy Mine and Imogine Pass.

READER FEEDBACK

Hi Gino,

Got your latest newsletter and glad to hear you are expanding to Dual Sport News. Good idea.

In ref: Reader feedback by Tim Zierman on the shocks. Mr. Zierman is WRONG when he states that the Progressive 420 unit is an "emulsion shock" which means that the nitrogen and oil are contained in the same cavity and not separated as in a more costly shock absorber. The unique thing about the 420 shock is that the nitrogen bladder is placed inside the shock body negating the need for a remote reservoir.

For $418 retail, the 420 is an outstanding buy compared to buying a new stock shock. Rebuilding the stock unit does not solve the inadequate damping problems of the stock internals. Thanks

Larry Langley
Progressive Suspension

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Dear Gino,

I have meant to write and thank you for your "excellent" newsletter. I read every issue. I sold my 1992 R100GS and bought my "Ranger Rover" KLR650. I had you send me all of the back issues also. By reading your information and using past results, I did the following.

1. Put on Avon Gripsters
2. Progressive fork springs
3. Dual Star center stand
4. Saddle bag racks from Driveline Services
5. Moose skid plate
6. Acerbis disc and fork guards
7. Kawasaki tail trunk and saddle bags
8. Renthal Grips
9. Stainless steel brake line wrapped in plastic tubing

My bike runs great up to 80mph on the highway. It's great on back roads and trails. I Know I give up some not having knobbies, however, traveling to the trails on the Avon's more than make up for the loss of traction in really tough terrain.

The bike is amazing. I also ride a K1100 BMW and ride with Ducati and Guzzi fast riders. Th most fun is my KLR650 as I take any trail, road or highway. The bike is ten months old and has 8,000 miles and has been bullet proof. I'm looking forward to your expanding newsletter.

Jim Mayer

******

Gino,

Good luck on your new publication. I have no need or desire to know about other dual sports. Please cancel my subscription.

Name withheld by request

CALL FOR ARTICLES

Okay gang, here's the scoop. This newsletter is basically your newsletter. To make this work, I will need articles from the readership even though I have some committed contributors already. What type of articles am I looking for? Well, for starters, I would like anything that has to do with dual sports. Any size, make and model of dual sport is welcome within these pages. Not only that, but any dual sport that you may have built yourself will be featured in the Home Grown section. Believe it or not, I already have some nice ones lined up like a dual sport Harley Davidson Sportster, a TDM850 and the infamous Dirt Fazer.

We are also interested in gear. Do you have some gear that works perfect for you? If so, it will probably work perfect for someone else too. Send in a write up on your favorite jacket, helmet, gloves, boots, backpack, girl friend… uh… better forget that last one.

Accessories are also great candidates for an article. Have a muffler and pipe combo that works good? How about those great tires you just put on? What about that huge fuel tank that makes you feel like you are riding a draft horse? All of these are excellent ideas for articles so put them down on paper.

Trips and rides also make great reading. Send in an article about that rally you went to, that Sunday afternoon dual sport ride you did or that trip to Mexico. Don't be shy or think nobody would want to read that, because somebody *does* want to read it.

Once you have decided to write something for *Dual Sport News*, you several options of getting it to me. First, you can simply hand write it and mail it in, although I would rather you typed it so I can scan it. Second, you can type it. Third, you can e-mail it to me. Likewise with pictures, you can mail them to me or have them scanned and e-mailed. If you would like them back, send a self stamped and addressed envelope so that I can mail them back. Either way, the important thing is that you participate. Send all articles and photos to:

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Haves, Wants and Needs

1996 KLR650 with <2300 miles, 14" Rifle windshield, throttle lock, GIVI E45 saddlebags, and a Corbin seat. Have all original equipment. Bike is in excellent condition. Located just north of Sacramento, Ca. $4000.00. Gary Heard gaade@otn.net 530-788-0812

For Sale: 1987 KLR650 engine 16,000 original miles. I will build the engine to suite your fancy. No labor, just cost of parts and engine. Two almost new stock shocks for sale. Set of wheel with Buchanan stainless spokes and nipples (1.85 front rim). Elden Carl 619-440-2960

Wanted: Corbin Seat for KLR 650 (1995). Prefer black naugahyde. John Wilson 918-749-9299

Wanted: KLR650 to replace my crashed KLR. Must have low miles, be in good shape and be priced around $1,000.00 Call Jerry Young 541-382-4763

For Sale, 1997 KLR 650 6.2 k miles. Clearlew windshield, Acerbis handguards, Headlight protector, Moose bash plate, Corbin seat, New Avon Gripsters, Dynojet Stage I jet kit, Jesse Luggage system, MSR shifter, Dual Star Centerstand, Magnetic drain plug, A few spare parts; clutch cable, spark plug, oil filter, etc. $4,500 Pete McMahon, San Antonio, TX 210-820-3241 mcpete@juno.com

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